

City of Wichita, Kansas

Americans with Disabilities Act Transition Plan

Harrison Park

1300 South Webb Road

August 2005



Prepared by

DMCG

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In conjunction with

The Great Plains ADA & IT Center and the City of Wichita Disability Advisory Board

City of Wichita – ADA/504 Transition Plan – Harrison Park - August 2005

Legend: **Blue** font identifies hyperlinked documents – **Red** font indicates recommended changes to structures or policies

Locations		Structural Inconsistencies	Recommended Corrections/Modifications to Ensure Program Access	Criteria – L=low, M=medium, H=high			Supplemental Technical Information			Finalized Actions		
Location	Identified Issue	ADAAG Specifications	Recommended Correction	Priority (overall)	Public Access	Frequency - PWD	Photo #	Conceptual Costs	Support Information	Finalized Correction	Date to be Corrected	Date Completed (Include initial)
1. Parking	In the east parking lot, accessible parking does not exist and the parking surface is gravel.	4.5.2	If parking spaces are provided for self-parking by employees or visitors, or both, then accessible spaces complying with 4.6 shall be provided in each such parking area in conformance with the table shown in (5)(a) . In addition, One in every eight accessible spaces, but not less than one, shall be served by an access aisle 96 in (2440 mm) wide minimum and shall be designated "van accessible." ADAAG requires all accessible routes and spaces, including access aisles at accessible parking, to be stable, firm and slip-resistant. The existing gravel/grass surface does not meet this specification. Create accessible parking spaces, if other vehicles are allowed to park in this area, which meets ADAAG specifications, including a van accessible space. Note: Technically, only the access aisle at accessible parking is required to meet ADAAG surface specifications.	H H	H	M	1 0	\$1,000	See the Accessible Parking Detail for more information on parking surfaces.			
2. Pedestrian Paths	The curb ramps. Leading from the street, do not provide an appropriate detectable warning surface.	4.7.7	Since these curb ramps lead to a cross vehicular traffic way, the necessity of detectable warning surface is magnified. The existing curb ramps have a detectable warning surface. However, this detectable warning does not comply with current ADAAG specifications regarding truncated domes. Modify the existing curb cuts to comply with ADAAG specifications pertaining to a detectable warning surface.	H ®	H	M	1 2	\$250	Detectable Warning Suspension Detectable Warning Specifications #1 & #2			
3. Pedestrian Paths	The curb ramp, leading from the street to the park, has a very steep running slope.	4.7	The running slopes of curb ramps are required to be no steeper than 1:12 (8.33%). The running slope of the existing curb ramp measures over 15%. Modify the curb ramp so the running slope complies with ADAAG specifications.	M ®	H	M	2 3	\$600	See Building Block 5 – Curb Ramps for additional ADAAG specifications.			

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13. Restrooms	The toilet stall is totally inaccessible due to numerous barriers.	4.23	Inconsistencies include, but are not limited to, very narrow stall, lack of rear grab bars, low toilet seat, etc. Modify the restroom stalls to comply with ADAAG specifications, if it is technically feasible to do so.	M H	L	M	20 24	\$3,000	Restroom Figures – Building Blocks			
14. Restrooms	The urinal, in the men’s restroom, is located too high.	4.18	At least one urinal is required to be located so that the rim is a maximum of 17-inches high. Existing urinals have rims located at 24-inches high. Modify one urinal so that the rim is no higher than 17-inches.	L	H	M	19	\$100	See the Accessible Urinals figure for more details.			

Harrison Park - Conceptual Cost Projections	
Total	\$13,200
Year One (Very High)	\$1,000
Year Three (High)	\$4,250
Year Five (Medium)	\$4,050
Year Ten (Low)	\$3,900